



Building Lincoln

*Use of the
Build Out Scenario
as the Land Use Base
for Long Range Planning*

**Lincoln City-Lancaster County
Comprehensive Plan**

March 1997

Lincoln, Nebraska

*Building Lincoln:
Use of the
Build Out Scenario (BOS)
as the Land Use Base
for Long Range Planning Purposes*

**Prepared by
Lincoln City-Lancaster County Planning Department**

March 1997

Lincoln City-Lancaster County Comprehensive Plan

Building Lincoln: Use of the Build Out Scenario (BOS) as the Land Use Base for Long Range Planning

The purpose of this report is to describe the basis for the *Comprehensive Plan's* "Build Out Scenario" (BOS) and, in turn, the relationship of BOS to the community's continuing planning efforts.

As presented in further detail below, the Build Out Scenario is intended to reflect the maturation of the future land use plan contained in the adopted *Comprehensive Plan* for the City of Lincoln and Lancaster County, Nebraska. The role of BOS as the land use base for on-going planning purposes was affirmed as part of this year's "Comprehensive Plan Annual Review" (CPAR) process completed in February, 1997. This report is divided into the following nine sections:

- 3** Lincoln's Future Service Limit Area
- 3** Build Out Scenario Concept
- 3** Population and Residential Base
- 3** Life Expectancy of Plan
- 3** Commercial Base
- 3** Industrial Base
- 3** Transportation Network Model Run
- 3** Use of Build Out Scenario and Beyond
- 3** Appendix: BOS Traffic Zone Data

1. Lincoln's Future Service Limit Area

The *Comprehensive Plan*, as adopted in November, 1994, includes a unified, long range land use plan for the City of Lincoln and Lancaster County. This land use plan is represented in terms of a series of maps, text and supporting tabular data. As contained within the *Comprehensive Plan*, this unified land use plan serves as the basis for the formulation of numerous infrastructure strategies, including those for streets and highways, water, wastewater and other major utilities and public services.

The utilization of the land use plan for infrastructure planning is accomplished in part by detailing the plan within small geographic units called "traffic zones." In total, there are 377 traffic zones for an area covering the City of Lincoln and its immediate environs. This area is commonly referred to the "cordon area." Each traffic zone is apportioned an amount of development -- that is dwelling units, commercial acres, parks, etc. -- commensurate with the land use plan. The resulting data set is then used as input into

various modeling efforts used in infrastructure planning.

To further aid in the planning of city services, the *Comprehensive Plan* also delineates an "Anticipated Future Service Limit." As illustrated in Figure 1, this Limit line indicates the projected outer boundary of urban services for the period covered by the *Comprehensive Plan*. The Limit is shown on virtually every map within the *Plan*. It is also used to delimit the boundary of the first three development phases of the Plan (i.e., I, Blue; II, green, and III, Yellow) that are used by City departments in the staging of capital improvements.

2. *Build Out Scenario Concept*

As part of 1996's Comprehensive Plan Annual Review, the City Council and County Board adopted a *Plan* amendment directing staff to investigate a range of long range growth opportunities for the urban area. This *Plan* amendment specified a total of five alternatives that were to be included in this study. In general, the alternative growth scenarios were intended to test the impact of future urbanization within a number of major drainage basins immediately adjacent to the existing City. These five scenarios assumed the City would grow to either the north, east, south, southwest, or within the interior of the "future service limit." This study -- which became known as the "Directional Growth Analysis" -- was predicated on an assumed future County-wide population base of 350,000 persons.

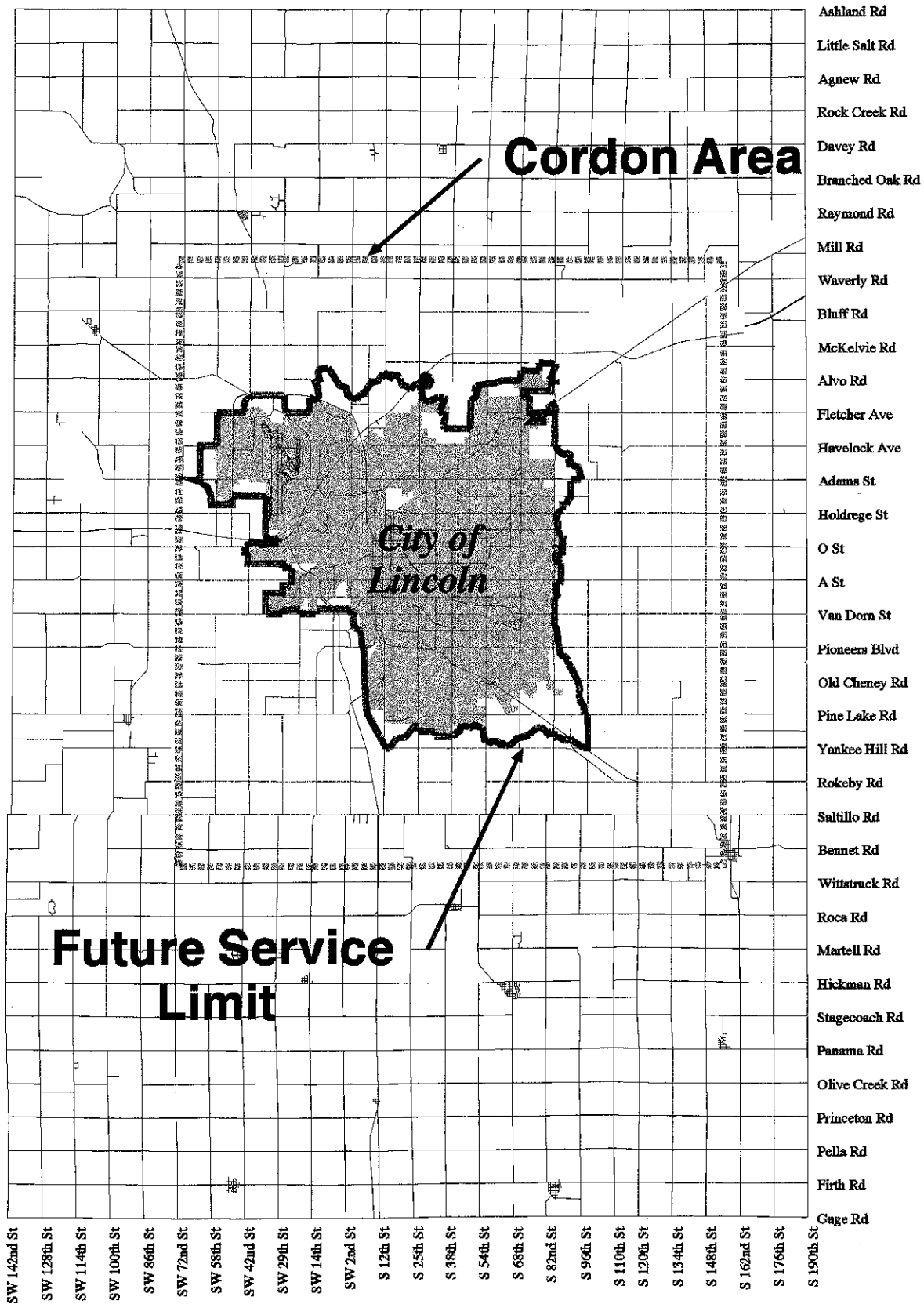
As staff began work on these five growth scenarios it became apparent that the fifth alternative (i.e., placing all future urban growth within the confines of the Plan's presently defined "future service limit") was not practical given existing development policies and practices. It would have meant assuming not only that new residential development would have to occur at significantly increased density levels, but also that the redevelopment of large areas of the existing built environment would have to take place.

As a alternative, it was concluded that staff should "build out" the area within the "Future Service Limit." This would be accomplished by modeling land use intensities commonly found in developments of the past several decades. The "Build Out Scenario" (aka, BOS) thus became the following:

Full development of all residentially identified areas within the cordon area as shown on the adopted land use plan. This residential development was to then be used to calculate the number of people who would likely reside in the resulting dwelling units. All other land use categories were then assumed to be development to the limits that could be supported by this population base.

Figure 1

Future Service Limit and Cordon Area



3. *Population and Residential Base*

As noted above, the residential component of BOS rests on the residential land areas (i.e., urban residential and low density residential) shown in the adopted *Comprehensive Plan*. In calculating the BOS residential base, three major groupings of residential development were employed:

- ! **Existing Residential** -- The majority of the residential development assumed for the Build Out Scenario already exist. These dwelling units were inventoried and separated into traffic zones.

- ! **Known Future Residential Developments** -- Where possible, plats, community unit plans and other administrative records were used to determine the number of dwelling units that were likely to be built on presently undeveloped residential property. For example, there are numerous subdivisions throughout the community that have been approved but are still in the process of being developed. The number of such unbuilt units were determined and accounted for as part of an assumed future inventory of dwellings.

- ! **Planned Residential Land** -- The remaining category encompassed land that was shown in the land use plan as residential but for which no specific plan has been submitted and approved. This land was assumed "built out" at an average density of 4.0 dwelling units per acre, reflecting a current, typical urban residential development.

The results of this inventory process are shown in Table 1. As the Table presents, the total number of dwellings in Lancaster County under the Build Out Scenario would increase by over 35,000 units from the 1996 base. This equates to a percentage increase of nearly 37 percent.

The population base resulting from this residential base was calculated using an assumed "population per dwelling unit factor" of 2.39 persons per unit. This factor was applied against the previously calculated County BOS dwelling unit count of 131,860 units to arrive at projected County and City populations of 315,145 person and 283,631 persons, respectively.

Table 1
Dwelling Unit and Population Comparison
for the County, Cordon Area, and City
between 1996 and the Build Out Scenario

Element	Dwelling Units ¹		Population ¹		
	County	Cordon	County	Cordon	City
Year or Assumed Condition					
1996	96,383	90,600	230,126	216,318	207,113
B.O.S.	131,860	123,948	315,145	296,236	283,631
Change Between 1996 and B.O.S.					
Absolute	35,477	33,348	85,019	79,918	76,518
Percent	36.8%	36.8%	36.9%	36.9%	36.9%
¹ For purposes of determining the relative distribution of dwelling units and population, it was assumed that the "Cordon Area" is 94 percent of the "County" and that the "City" is 90 percent of the "County."					

4. Life Expectancy of Plan

Recent population estimates suggest that the City and County's actual rate of growth may exceed that which was assumed during the formulation of the *Comprehensive Plan*. The Plan was constructed around an assumed annualized population growth rate of near one percent. U.S. Census Bureau figures for the past five years show a moderately higher growth rate for the County of around 1.3 percent per year.

As part of the development of the Build Out Scenario, various growth rates were applied to the population base noted above to determine the probable "life expectancy" of the land use plan. As shown below in Table 2, it could take between 21 and 32 years to obtain the development conditions assumed in the Build Out Scenario based on a population growth rate ranging from 1.0 to 1.5 percent per year. This would indicate that BOS could serve as a reasonable interim base for planning the infrastructure of the community.

Table 2
Estimated "Life Expectancy" of the
Build Out Scenario

Growth Rate (Percent Per Year)	Build Out Scenario's Life Expectancy	
	Life Expectancy in Years	Concluding Year
1.0 %	32 years	Year 2028
1.1 %	29 years	Year 2025
1.2 %	26 years	Year 2022
1.3 %	24 years	Year 2020
1.4 %	23 years	Year 2019
1.5 %	21 years	Year 2017

5. Commercial Base

Once the dwelling unit and population base for the Build Out Scenario had been established, the next land use variable considered by staff was commercial development.

As displayed in Table 2, there were an estimated 27.4 million square feet of commercial space in the Lincoln area as of the beginning of 1996. Based on the adopted land use plan and projects in process at the time, an almost identical amount of additional commercial space -- that is, 27.3 million sq. ft. -- could be constructed under the adopted *Comprehensive Plan*. This means that the land use plan provides areas for a potential commercial base of over 54 million square feet of space.

While the *Plan* accommodates the potential for 54 million square feet of commercial space, that does not necessarily mean that the projected base population can actually support that much commercial development. Using the adopted *Plan's* factor of 122 square feet of commercial space per person, the projected BOS population base could support an estimated 38.4 million square feet of commercial activity. As shown in Table 3, this would be an increase of slightly more than 11.0 million square feet of space over the 1996 base. Table 3 also illustrates the assumed allocation of this space among existing and planned commercial areas.

Table 3
Commercial Development Summary:
Existing, Potential and Build Out Scenario
(Square Feet)

Commercial Areas	Occupied Commercial Space 1996 (1)	Undeveloped Potential Commercial Space ^{1,2,3} (2)	Build Our Scenario Summary ^{4,5}	
			Added to BOS (3)	Total Commercial (1 + 3)
Major Centers				
Downtown	8,676,062	2,500,000	2,000,000	10,676,062
Gateway	1,731,495	0	0	1,731,495
N. 27th St. Subarea	550,875	6,580,874	843,145	1,394,020
N. 27th St. & Cornhusker	655,455	57,620	54,739	710,194
Highlands	31,933	1,739,196	177,000	208,933
N. 84th St. Subarea	0	4,485,400	350,750	350,750
Edgewood	410,659	146,380	139,061	549,720
S. 84th & Hwy. 2	0	3,803,400	1,901,700	1,901,700
Williamsburg	233,348	477,278	453,414	686,762
S. 27th & Pine Lake Road	0	<u>1,402,500</u>	<u>1,332,375</u>	<u>1,332,375</u>
<i>Major Centers Subtotal</i>	12,289,827	21,192,648	7,252,184	19,542,011
All Other Commercial Areas	15,096,241	6,059,298	3,809,438	18,905,679
TOTAL COMMERCIAL	27,386,068	27,251,946	11,061,622	38,447,690

(1) "Undeveloped Potential Commercial Space" reflects the following assumptions:

- ! Downtown based on an estimate of potential capacity.
- ! 27th & Pine Lake Road, Gateway, 27th & Cornhusker, and Williamsburg based on approved permits.
- ! 84th & Hwy. 2 estimated using commercial land shown in Comprehensive Plan.
- ! Highlands includes approved Tech Park permit plus estimate for approved commercial zoning without permits.
- ! N. 27th St. Subarea includes Lincoln Crossing approved permit, plus estimate for areas shown as commercial or industrial (i.e., "employment centers") in Plan.
- ! N. 84th St. Subarea includes land uses as recommended by Planning Commission, plus commercial areas west of 84th St., already in Plan.
- ! Edgewood based on approved permit and "Vandervoort" expansion.

(2) Potential does not include any additional commercial space at the existing hospital sites or any I-1 or I-2 zoning districts.

(3) Estimates for land designated commercial without approved or proposed permits were calculated using a floor-to-area ratio (FAR) of 0.23 (i.e., 10,000 sq. ft. per acre.)

(4) This table does not reflect the assumed industrial uses for the N. 27th & N. 84th employment centers.

(5) Allocation: 95% = approved permits; 50% = approved zoning; 25% = approved in Comprehensive Plan.

6. Industrial Base

As presented in Table 4, the Lincoln area had an estimated 2,036 occupied industrial acres in 1996. Complementing this space were an estimated 5,065 acres of usable vacant industrial property. The added population assumed under the Build Out Scenario translated into approximately 1,114 acres of additional occupied industrial land. The allocation of the future industrial acres to major centers and locations is also displayed in Table 4.

7. Transportation Network Model Run

Once all of the base information for the Build Out Scenario was developed and allocated by traffic zone (see Appendix A), the resulting data set was used as an input into the TRANPLAN transportation model. TRANPLAN is a set of software programs that has been calibrated to simulate travel behavior within the Lincoln cordon area. This computer model is used to test alternative transportation and land use scenarios. Results from the model can be analyzed to project how future vehicular traffic would likely flow over Lincoln's street and highway network.

One of the primary output reports from the TRANPLAN model is the projection of future traffic volumes on Lincoln's arterial street and highway network. These projected volumes are expressed as "average daily traffic" (ADT), meaning the total number of vehicles expected to travel along a given link in the network over a 24 hour period. Such an indicator is commonly used as one variable in determining where future traffic congestion might occur and how improvements to the network might ameliorate such congestion.

The ADT figures for the Build Out Scenario are illustrated in Appendix B. These ADT numbers assume that the street and highway improvements shown in the adopted *Comprehensive Plan* would be built.

8. Use of Build Out Scenario and Beyond

a. Build Out Scenario as Modeling Tool

During its formulation, it was recognized that the "Build Out Scenario" would represent the City and its environs in a fashion that differs from past *Comprehensive Plans*. On the one hand, BOS is analogous with past, parallel planning exercises in that it expresses, in statistical form, the Plan's future land use element. It differs in that it assumes a greater maturation of the land use plan than has been the case

with traditional planning exercises. In so doing, however, the Build Out Scenario can more effectively help the Community in addressing directional growth issues, while serving as a reasonable interim base upon which

Table 4
Industrial Development and Allocation
by Major Directional Growth Scenario

Major Industrial Centers/Areas	1996 Occupied Industrial Acres	Estimated Usable Vacant Acres	Build Out Scenario	
			Allocated Acres	Total Acres
Northeast	392	820	166	559
South/Southwest	201	220	73	273
North Central	199	285	68	267
West	133	520	86	220
Northwest	313	1,055	222	535
Other Major Areas	114	410	85	199
Other Areas	634	995	0	634
Special Areas				
Highlands Tech	24	130	95	119
N. 27th Emp. Cntr.	26	300	166	193
N. 84th Emp. Cntr.	0	410	154	154
TOTAL	2,036	5,065	1,114	3,150

Table Notes:

Northeast: Approximately from 40th to 84th along Cornhusker Hwy. to Salt Creek.

South/Southwest: Along West Van Dorn near 1st, along Pioneers near 8th, & Lincoln Park South and Old Cheney Road

North Central: From 14th to 40th along Cornhusker and north of Cornhusker to Superior along 27th St.

West: Along W. O St. from 1st to N.W. 48th, & to Cornhusker Hwy. south of airport.

Northwest: Includes Chamber of Commerce Industrial Park, Air Park West, Uplands Tract east of airport and south of Highlands Tech park and Kawasaki Industrial Area.

Other Major Areas: Includes Sandoz tract, Waverly area, 14th & Yankee Hill proposed industrial area and Highway 77 & Saltillo Road.

Other Areas: Includes all other industrial areas in Comprehensive Plan.

Highlands: Includes Technology Park only.

N. 27th St. Employment Center: Includes industrial area north of Superior & west of Salt Creek as approved by City Council on September 3, 1996.

N. 84th St. Employment Center: Includes proposed employment center at 84th and Adams, & industrial north of Havelock Ave., as recommended by Planning Commission on September 12, 1996.

long range infrastructure planning can continue.

The need for this interim planning foundation was articulated in this year's Comprehensive Plan Annual Review. As adopted by the City Council and County Board in February, 1997, the *Comprehensive Plan* now includes a statement that, "The *Plan* recognizes the Build Out Scenario as an element of the *Plan* for use in further studies and analysis."

As modeled, the Build Out Scenario is a pragmatic stepping stone from which the community can plan. Regardless of which direction -- or directions -- Lincoln may choose to grow in the future, the City is committed to ensuring the provision of urban services within the bounds of its identified future service limit. As such, BOS furnishes a solid base upon which the community can construct its future and upon which capital programs can be developed.

b. Beyond the Build Out Scenario

In addition to integrating BOS into the *Plan*, the recently completed Annual Review also witnessed the incorporation of the initial findings from the "Directional Growth Analysis (DGA)" into the *Comprehensive Plan*. As discussed earlier in Section 2 of this report, the DGA examined long range urban growth issues of the City. In addition to the "Build Out Scenario," DGA also explored the fiscal and non-fiscal implications of urbanizing four major areas immediately adjacent to the future service limit.

One by-product of DGA was the evolution of the four (4) mono-directional growth scenarios into two (2) multi-directional growth scenarios. While intended primarily for study purposes, the two scenarios reflect a division of the growth assumed beyond the "Build Out Scenario" among differing drainage basins.

The Build Out Scenario assumes a County population base of approximately 315,000 persons, while the Directional Growth Analysis assumed a County population of 350,000 persons. The incremental difference was generally assumed to occur within the directional fringe growth areas. As approved, the two multi-directional growth scenarios assume development allocations as follows:

! Scenario A, East at 70% and North at 30%; and

! Scenario B, South at 35%, Southwest at 30% and North at 30%.

The results of the Directional Growth Analysis (including the two multi-directional growth scenarios)

were amended into the *Plan* as a reference for current and future planning activities. As stated in the *Plan* amendments from the Annual Review,

"The entire 'Directional Growth Analysis' report is a valuable resource for information and assumptions used in preparing the Plan and analyzing long range development options. Thus, the 'Directional Growth Analysis: City of Lincoln & Lancaster County, Nebraska' Report of November 22, 1997, is hereby incorporated by reference as an approved component of the Plan." and,

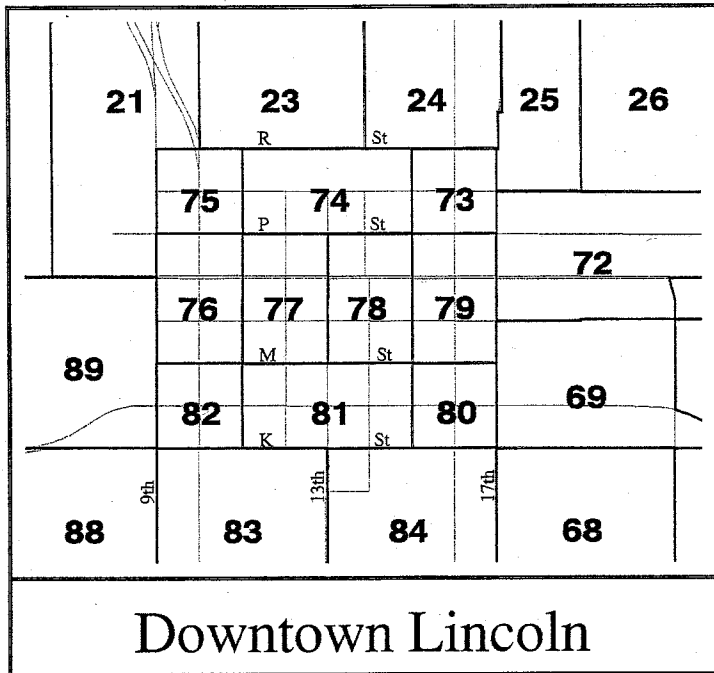
"Inclusion of this information [i.e., DGA] in this Comprehensive Plan Amendment will have no real or implied consequences for change to the Comprehensive Plan, zoning or land use maps. Such changes may be appropriate following the completion of the related studies (i.e., South and East Beltway MIS, Antelope Valley MIS and other ongoing planning efforts) and the appropriate public reviews."

Based on these amendments, the DGA will serve as supporting information for current and future Major Investment Studies (MIS) and other significant planning activities in the Lincoln area. The "Build Out Scenario" will remain, however, as the principal modeling base for planning; with the two (2) multi-directional growth scenarios lending further dimension to the consideration of long term development and planning items.

c. Availability of Technical Data

The traffic zone data for the Built Out Scenario and the resulting projected traffic volumes are included in Appendix A and B of this report. Contact the Lincoln City-Lancaster County Planning Department at 441-7491 if you have questions regarding this information.

APPENDIX A
TRAFFIC ZONE DATA FOR
BUILD OUT SCENARIO



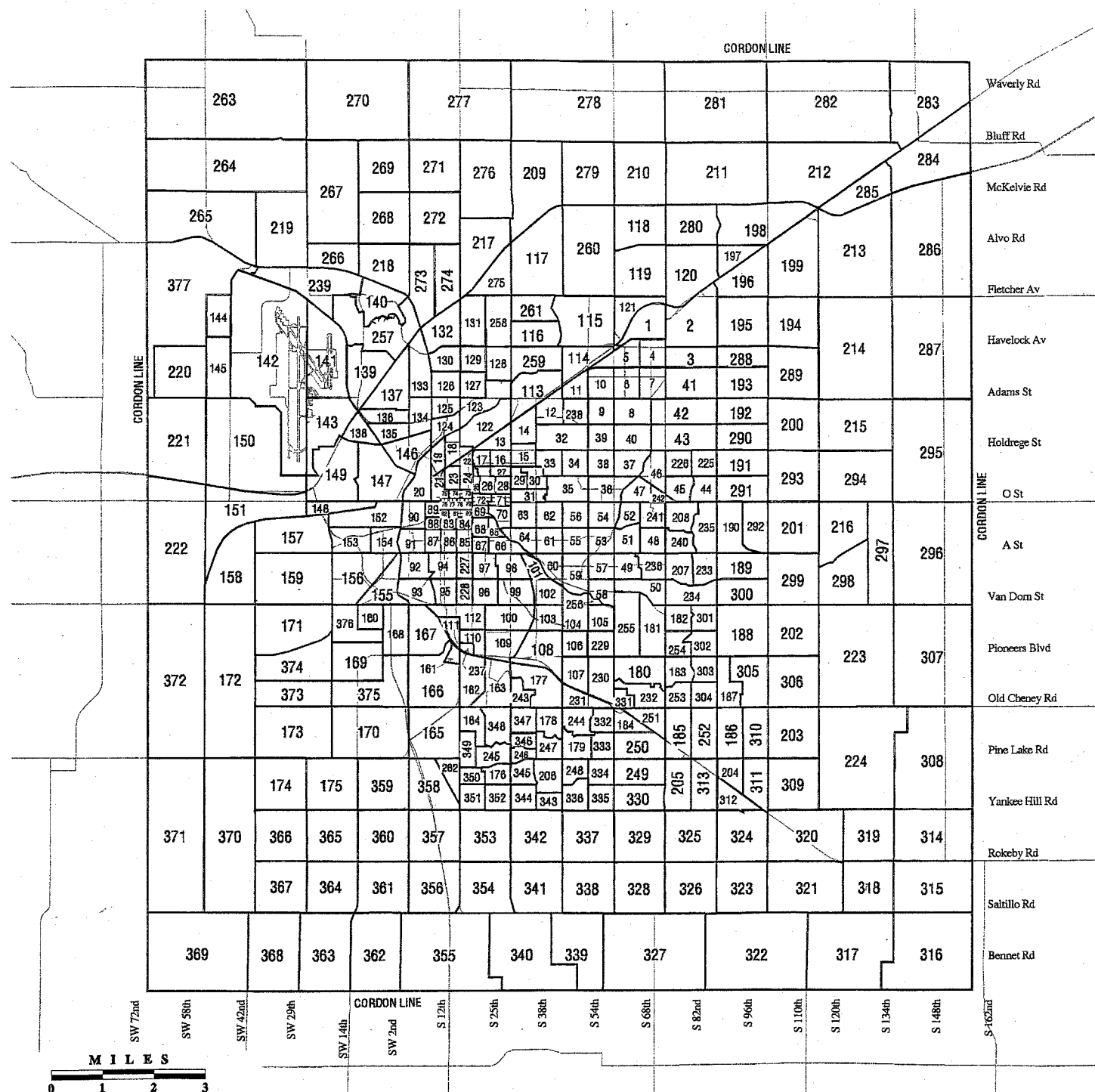
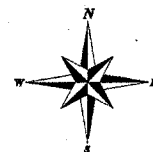
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LINCOLN CORDON AREA AND TRAFFIC ZONES



Data for Build Out Scenario

Prepared -October 24, 1996

Traffic Zone	Multi-Family D.U.'S	S.F./Duplex D.U.'S	Elem. Students by School	Second. Students by School	Comm.Col Students by School	Univ/Coll Students by School	Park Acres	Indus. Acres	Occ. Retail (SF)	Occ. Office (SF)	Occ. Service (SF)
1	0	0	0	0	0	0	0.0	47.1	0	0	0
2	105	435	256	0	0	0	1.9	130.1	5,160	0	1,656
3	316	656	0	0	0	0	0.0	0.0	0	0	0
4	83	499	0	0	0	0	11.9	3.4	43,938	16,278	26,866
5	207	391	233	0	0	0	0.0	45.7	133,956	32,141	69,770
6	48	532	0	0	0	0	9.2	10.1	7,915	3,778	1,015
7	137	641	644	0	0	0	0.0	0.2	826	4,218	6,211
8	55	621	205	2,480	0	0	0.0	0.0	32,198	2,708	3,207
9	636	297	0	0	0	1,891	0.0	0.4	46,833	33,015	64,604
10	240	663	0	638	0	0	0.1	0.6	3,395	0	3,057
11	36	331	0	0	0	0	1.7	25.9	2,691	0	0
12	395	263	0	0	0	0	9.6	5.4	0	0	3,653
13	11	265	0	0	0	0	10.2	10.6	1,226	19,509	0
14	105	385	0	0	0	0	5.3	10.4	0	0	0
15	154	561	491	0	0	0	0.0	4.6	25,368	8,718	6,713
16	101	327	0	0	0	0	0.0	5.9	31,198	3,190	19,822
17	36	91	0	0	0	0	0.0	21.9	0	0	0
18	27	234	0	0	0	0	8.3	5.5	325	4,096	2,030
19	248	184	0	0	0	0	20.8	2.5	5,531	0	8,829
20	0	0	0	0	0	0	13.6	17.5	12,436	2,580	8,226
21	206	1	0	0	0	0	0.2	6.9	244,945	414,659	325,162
22	4	0	0	0	0	0	0.0	1.4	0	0	0
23	0	0	0	0	0	20,932	0.0	0.0	0	0	0
24	21	1	0	0	0	2,581	0.0	3.6	0	0	0
25	2	4	0	0	0	0	0.0	3.4	0	0	2,030
26	164	103	0	0	0	0	2.2	15.4	21,801	250	8,465
27	309	75	0	0	0	0	0.0	3.7	28,507	0	7,525
28	405	179	0	0	0	0	0.2	0.1	16,005	5,037	18,709
29	62	370	0	0	0	0	0.0	0.1	36,124	3,663	16,548
30	34	351	711	0	0	0	11.7	1.5	0	0	0
31	282	440	0	0	0	0	0.0	0.0	16,813	54,913	63,275
32	40	1	0	0	0	4,850	0.0	0.0	0	78,634	0
33	136	486	0	0	0	0	0.4	1.0	11,054	0	0
34	251	345	0	0	0	0	1.7	0.0	169,788	17,650	29,840
35	456	5	0	0	0	0	0.0	0.0	348,653	135,028	108,999
36	664	227	0	798	0	0	0.0	0.0	323,800	212,832	262,748
37	713	226	351	379	0	0	0.1	0.0	24,162	7,955	13,327
38	47	596	518	0	0	0	0.0	0.0	66,971	9,538	38,433
39	73	397	0	0	0	0	20.6	0.1	31,395	9,310	6,574
40	79	738	392	0	0	0	0.0	0.8	30,782	15,196	39,709
41	144	458	18	0	0	0	211.8	0.0	2,477	3,968	0
42	71	1,092	552	937	0	0	24.0	0.0	14,810	1,678	8,188
43	452	1,145	0	0	0	0	10.6	0.3	63,657	11,802	29,718
44	156	378	0	0	0	0	7.7	0.0	106,915	37,726	28,651

Data for Build Out Scenario

Prepared -October 24, 1996

Traffic Zone	Multi-Family D.U.'S	S.F./ Duplex D.U.'S	Elem. Students by School	Second. Students by School	Comm.Col Students by School	Univ/Coll Students by School	Park Acres	Indus. Acres	Occ. Retail (SF)	Occ. Office (SF)	Occ. Service (SF)
45	26	438	520	0	0	0	0.0	0.0	0	0	0
46	209	544	0	0	0	0	9.3	0.5	34,100	8,092	14,028
47	0	5	0	0	0	0	0.0	3.1	1,178,911	444,444	112,269
48	495	318	0	0	0	0	0.0	0.0	18,576	111,958	51,062
49	0	482	0	0	0	0	15.3	0.0	4,128	5,563	0
50	184	427	0	0	0	0	26.0	0.0	13,985	75,724	15,693
51	6	355	0	1,164	0	0	0.0	0.0	0	0	0
52	0	270	0	0	0	0	0.0	0.0	24,695	25,556	4,506
53	0	248	0	763	0	0	9.4	0.0	44,412	1,034	10,046
54	4	545	321	0	0	0	2.6	0.0	103,394	56,728	13,174
55	50	554	0	0	0	0	0.0	0.0	7,575	15,793	18,561
56	46	619	0	0	0	0	0.4	0.0	55,503	28,796	14,105
57	0	372	518	0	0	0	0.0	0.5	6,029	14,057	521,834
58	43	325	0	0	0	0	6.1	0.0	10,031	42,478	2,517
59	276	685	0	0	0	0	0.7	0.6	11,543	90,631	9,997
60	16	384	0	141	0	0	20.0	0.5	18,976	117,269	6,627
61	3	769	610	0	0	0	0.0	0.0	30,009	0	8,947
62	20	560	323	0	0	0	0.0	0.0	14,600	24,247	5,066
63	166	472	0	0	0	0	48.2	1.3	52,893	44,308	7,280
64	53	607	0	0	0	0	12.6	3.3	87,813	13,602	64,935
65	157	44	0	2,568	0	0	0.0	0.0	413	0	12,289
66	484	304	0	0	0	0	31.7	0.0	0	0	0
67	439	128	0	0	0	0	0.0	0.0	0	0	0
68	1,387	133	0	0	630	0	0.5	0.0	1,238	0	6,410
69	138	44	0	0	0	0	0.0	10.1	59,832	44,226	132,115
70	455	180	496	0	0	0	21.9	3.7	21,897	1,614	14,601
71	121	61	0	0	0	0	0.0	2.3	194,066	47,745	114,960
72	47	36	0	0	0	0	0.0	5.4	304,764	9,850	184,555
73	7	1	0	0	0	0	0.0	0.0	10,472	113,143	66,238
74	87	0	0	0	0	0	0.0	0.0	214,498	181,730	383,662
75	0	1	0	0	0	0	0.0	1.3	0	181,250	151,600
76	99	0	0	0	0	0	0.0	0.0	83,706	650,851	266,850
77	60	0	0	0	0	0	0.0	0.4	245,387	1,136,808	224,960
78	118	0	0	0	0	0	0.0	0.2	177,671	573,936	358,895
79	40	1	0	0	0	0	0.0	1.0	100,974	396,034	196,841
80	28	0	0	0	0	0	0.0	0.0	30,049	167,821	133,160
81	101	0	406	0	0	0	0.0	1.1	34,734	892,274	422,307
82	20	0	0	0	0	0	0.0	2.2	90,157	65,750	73,945
83	573	10	0	0	0	0	0.0	0.0	21,800	594,978	85,206
84	282	3	0	0	0	0	0.0	0.0	4,822	783,923	51,289
85	1,312	192	340	0	0	0	0.0	0.0	7,534	10,341	16,921
86	1,152	195	678	0	0	0	0.0	0.0	45,317	925	21,044
87	57	273	0	821	0	0	11.6	1.0	0	1,188	0
88	63	32	0	0	0	0	0.0	11.2	0	80,691	15,312

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89	5	0	0	0	0	0	0.0	17.4	95,176	121,010	112,936
90	0	102	0	0	0	0	0.1	29.8	10,559	4,085	13,233
91	4	377	0	0	0	0	0.0	1.1	0	0	0
92	4	40	0	0	0	0	28.6	44.3	0	0	12,421
93	0	6	0	0	0	0	58.4	21.3	690	115	5,345
94	333	628	0	0	0	0	0.0	5.1	21,327	4,399	18,021
95	94	428	363	0	0	0	0.0	1.8	9,235	3,355	4,408
96	19	598	275	1,451	0	0	14.4	0.0	26,559	0	0
97	603	567	832	0	0	0	0.2	0.3	51,088	0	5,015
98	150	874	0	0	0	0	2.9	0.9	24,602	5,987	26,371
99	30	622	491	0	0	0	5.3	0.0	37,013	4,177	15,196
100	4	592	0	0	0	0	3.5	0.0	0	0	0
101	41	79	0	0	0	0	49.3	0.0	0	0	0
102	0	624	0	0	0	0	14.8	0.0	0	6,553	0
103	1	405	549	2,414	0	0	8.3	0.0	1,548	12,049	2,395
104	39	722	0	0	0	0	6.0	0.0	41,854	38,913	30,144
105	179	462	200	113	0	0	11.7	0.0	1,445	9,096	0
106	343	295	600	0	0	0	6.8	1.1	93,079	50,173	26,445
107	92	489	0	1,372	0	0	20.1	0.0	30,139	22,117	0
108	28	781	780	0	0	0	10.6	0.0	127,076	53,210	68,872
109	344	589	0	0	0	0	3.4	0.0	154,148	32,535	11,031
110	14	436	640	0	0	0	0.0	0.0	1,200	6,107	16,243
111	220	5	0	0	0	0	0.0	8.4	76,325	53,183	69,849
112	57	878	0	0	0	0	27.9	0.0	19,503	3,695	6,738
113	0	304	0	0	0	0	0.0	89.6	537,293	24,452	143,949
114	365	272	0	0	0	0	0.0	27.6	87,487	2,310	203,160
115	52	82	0	0	0	0	211.0	73.5	10,836	0	16,846
116	738	2	0	0	0	0	0.0	40.2	727,615	42,212	63,818
117	720	316	0	0	0	0	404.2	20.0	109,430	43,100	64,650
118	0	5	0	0	0	0	0.0	0.0	246,000	39,000	117,000
119	0	0	0	0	0	0	0.0	117.1	0	0	0
120	0	0	0	0	0	0	0.0	49.6	0	0	0
121	0	0	0	0	0	0	0.0	141.2	49,329	5,068	108,842
122	0	176	0	0	0	0	0.0	2.0	31,163	3,948	87,521
123	0	51	0	0	0	0	0.0	74.6	195,621	10,765	161,080
124	12	19	0	0	0	0	26.5	14.4	37,668	19,536	132,235
125	137	229	0	0	0	0	17.8	1.2	89,404	7,460	35,864
126	28	420	857	0	0	0	41.7	0.0	0	0	0
127	455	357	0	0	0	0	0.0	12.1	25,810	15,825	48,982
128	0	401	407	0	0	0	0.0	15.0	74,025	4,104	44,631
129	246	476	0	0	0	0	0.0	0.0	53,109	78	2,375
130	252	483	0	957	0	0	0.0	0.0	0	6,143	0
131	405	706	0	0	0	0	10.0	0.0	45,080	14,630	25,590
132	77	208	0	0	0	0	0.0	0.0	0	0	0

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133	270	383	140	0	0	0	76.2	0.0	0	0	0
134	82	465	0	0	0	0	50.3	0.0	3,864	0	6,200
135	0	0	0	0	0	0	0.0	63.5	0	0	0
136	89	331	491	0	0	0	3.3	2.2	55,272	1,150	21,490
137	407	1,349	0	0	0	0	0.0	0.0	0	0	0
138	0	1	0	0	0	0	0.0	0.0	2,904	0	123,943
139	0	0	0	0	0	0	0.0	172.7	20,022	0	320,614
140	352	838	615	0	0	0	42.8	0.0	53,775	79,904	53,100
141	0	0	0	0	0	0	0.0	6.0	0	0	0
142	0	4	0	0	0	0	21.3	187.5	0	0	0
143	0	0	0	0	0	0	0.0	0.0	0	0	0
144	349	524	0	0	0	0	0.0	0.0	0	0	0
145	0	1,000	796	0	0	0	17.5	0.0	0	0	0
146	0	2	0	0	0	0	112.1	2.2	0	0	0
147	112	407	249	0	0	0	92.8	66.0	127,518	750	111,385
148	15	4	0	0	0	0	0.0	18.2	113,768	3,000	212,390
149	677	622	0	0	0	0	1.0	0.3	86,528	10,487	36,061
150	66	787	0	0	0	0	0.0	91.3	108,105	15,000	196,215
151	0	22	0	0	0	0	0.0	43.3	251,467	35,250	541,262
152	0	0	0	0	0	0	0.0	28.6	0	0	0
153	49	130	0	0	0	0	0.0	0.0	0	0	0
154	55	198	0	0	0	0	34.9	6.2	32,893	5,145	17,575
155	0	0	0	0	0	0	0.0	13.0	11,352	0	0
156	503	1,598	0	0	0	0	8.7	2.0	33,520	2,550	10,146
157	0	172	0	0	0	0	0.0	27.2	0	0	0
158	0	134	0	0	0	0	0.0	0.0	0	0	0
159	242	781	659	0	0	0	0.0	0.0	0	0	0
160	0	1	0	0	0	0	0.0	0.0	0	0	0
161	0	0	0	0	0	0	0.0	0.0	0	0	0
162	0	0	0	0	0	0	0.0	152.9	142,084	23,958	81,859
163	372	674	564	0	0	0	36.6	0.0	0	91,973	5,436
164	324	380	0	0	0	0	0.0	3.0	3,000	56,091	31,850
165	341	409	0	0	0	0	240.0	0.0	0	122,343	16,500
166	83	275	0	0	0	0	236.5	4.2	0	0	19,281
167	0	2	0	0	0	0	85.9	54.6	18,576	0	34,087
168	3	106	0	0	0	0	84.7	0.7	11,584	0	9,032
169	0	17	0	0	0	0	44.5	0.0	0	0	0
170	0	109	0	0	0	0	0.0	0.0	0	0	0
171	0	17	0	0	0	0	553.0	61.8	722	0	0
172	0	58	0	0	0	0	115.6	0.0	0	0	0
173	0	223	0	0	0	0	0.0	0.0	0	0	0
174	0	167	0	0	0	0	446.8	0.0	0	0	0
175	0	171	0	0	0	0	30.7	0.0	0	0	0
176	375	152	0	0	0	0	195.3	0.0	94,763	40,233	30,780

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177	177	778	0	0	0	0	123.3	0.0	51,940	3,768	8,605
178	724	106	0	0	0	0	10.2	0.0	239,961	320,649	126,152
179	0	400	1,030	0	0	0	6.3	0.0	41,610	5,548	8,322
180	15	960	0	0	0	0	17.7	0.0	15,265	61,137	28,382
181	17	30	0	0	0	0	345.7	0.0	17,337	24,701	2,055
182	585	284	0	0	0	0	34.2	0.0	79,794	12,350	13,747
183	343	402	0	0	0	0	0.0	0.0	82,657	23,759	18,013
184	83	129	0	0	0	0	0.0	0.8	139,415	73,947	119,405
185	0	330	0	0	0	0	5.0	0.0	0	0	0
186	514	778	525	0	0	0	5.0	1.1	0	0	0
187	306	486	0	0	0	0	0.0	0.0	0	0	0
188	69	259	0	0	0	0	215.6	0.0	0	0	0
189	0	47	266	0	0	0	0.0	0.0	0	0	0
190	0	135	0	0	0	0	53.3	0.0	0	261,020	14,250
191	0	122	0	0	0	0	0.0	0.0	0	0	0
192	178	297	525	0	0	0	0.0	0.0	50,000	20,000	30,000
193	0	5	0	0	0	0	0.0	124.5	0	0	0
194	0	1	0	0	0	0	0.0	0.0	0	0	0
195	0	3	0	0	0	0	0.0	0.0	0	0	0
196	0	4	0	0	0	0	0.0	48.9	0	0	0
197	0	1	0	0	0	0	0.0	0.0	0	0	0
198	0	2	0	0	0	0	0.0	0.0	0	0	0
199	0	8	0	0	0	0	0.0	70.8	0	0	0
200	0	10	0	0	0	0	0.0	0.0	0	0	0
201	0	18	0	0	0	0	0.0	0.0	0	0	0
202	0	11	0	0	0	0	0.0	0.0	0	0	0
203	0	54	0	0	0	0	0.0	0.0	0	0	0
204	0	1	0	0	0	0	0.0	0.0	339,000	135,600	203,400
205	0	80	0	0	0	0	0.0	0.0	0	0	0
206	438	508	477	0	0	0	0.0	0.0	14,250	1,900	22,800
207	104	407	0	0	0	0	0.0	0.0	6,173	237,446	52,631
208	217	244	0	0	0	0	0.0	2.9	27,863	88,035	111,186
209	0	8	0	0	0	0	0.0	0.0	0	0	0
210	0	0	0	0	0	0	0.0	0.0	0	0	0
211	0	9	0	0	0	0	0.0	0.0	0	0	0
212	0	4	0	0	0	0	0.0	0.0	0	0	0
213	0	12	0	0	0	0	0.0	0.0	0	0	0
214	0	22	0	0	0	0	0.0	0.0	0	0	0
215	0	38	0	0	0	0	0.0	0.0	0	0	0
216	0	56	0	0	0	0	0.0	4.1	1,445	0	2,732
217	463	698	525	0	0	0	5.0	0.0	0	0	0
218	657	987	525	0	0	0	10.0	0.0	0	0	0
219	0	5	0	0	0	0	0.0	0.0	0	0	0
220	0	154	0	0	0	0	0.0	0.0	0	0	0

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221	40	166	0	0	0	0	0.0	0.0	0	0	0
222	0	11	0	0	0	0	0.0	0.0	0	0	0
223	0	20	0	0	0	0	0.0	0.0	0	0	0
224	0	26	0	0	0	0	0.0	0.0	0	0	0
225	12	390	0	0	0	0	0.0	0.0	41,380	5,000	15,000
226	0	495	672	0	0	0	0.0	0.0	48,576	15,556	8,824
227	362	412	0	0	0	0	0.7	1.2	43,741	36,094	17,851
228	40	317	0	0	0	0	5.2	0.0	37,606	125,124	385,082
229	238	454	26	0	0	788	0.0	0.0	8,698	12,381	53,257
230	154	734	442	0	0	0	11.6	0.0	77,171	28,665	28,289
231	332	177	0	0	0	0	0.0	14.4	106,239	21,385	208,640
232	54	551	0	0	0	0	0.0	0.0	0	0	0
233	0	377	577	0	0	0	18.9	0.0	0	0	0
234	322	708	0	0	0	0	0.0	0.0	6,696	3,643	0
235	16	801	597	0	0	0	0.0	0.8	23,951	43,763	21,160
236	0	279	682	0	0	0	0.0	0.0	42,728	2,411	13,395
237	6	14	0	0	0	0	0.0	0.0	0	0	1,838
238	453	323	548	0	0	0	0.0	2.6	126,085	9,141	133,906
239	0	1	0	0	0	0	0.0	83.0	0	0	0
240	0	69	0	2,301	0	0	48.3	0.0	0	18,360	0
241	91	203	355	0	0	0	17.6	0.0	148,412	203,719	642,629
242	0	0	0	0	0	0	0.0	0.5	246,612	65,153	45,536
243	783	177	0	0	0	0	0.0	0.0	0	0	0
244	182	446	496	0	0	0	0.0	0.0	31,682	0	0
245	0	367	0	850	0	0	0.0	0.0	96,900	52,820	36,480
246	0	0	0	0	0	0	0.0	0.0	478,800	93,765	108,585
247	0	323	0	0	0	0	0.0	0.0	0	0	0
248	0	429	0	0	0	0	0.0	0.0	0	0	0
249	0	94	0	0	0	0	0.0	0.0	10,320	0	0
250	24	123	0	0	0	0	19.8	0.0	0	0	0
251	16	68	0	0	0	0	0.0	0.0	0	0	0
252	113	325	446	306	0	0	5.0	0.0	0	0	0
253	0	359	590	0	0	0	0.0	0.0	0	0	0
254	124	294	0	0	0	0	0.0	0.0	0	12,250	5,250
255	620	295	0	0	0	0	209.3	0.0	0	0	0
256	0	0	0	0	0	0	0.0	0.0	181,921	18,841	24,022
257	0	763	0	0	0	0	251.8	118.9	0	22,683	0
258	538	898	0	0	0	0	0.0	0.0	87,407	59,800	86,260
259	71	127	0	0	0	0	0.0	102.4	90,815	0	29,784
260	0	4	0	0	0	0	0.0	0.0	43,075	5,513	71,663
261	0	4	0	0	0	0	0.0	71.0	101,253	19,375	51,698
262	196	300	0	0	0	0	8.6	0.0	4,888	1,955	2,933
263	0	19	0	0	0	0	0.0	0.0	0	0	0
264	0	16	0	0	0	0	0.0	0.0	0	0	0

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265	0	12	0	0	0	0	0.0	0.0	0	0	0
266	10	16	0	0	0	0	0.0	0.0	0	0	0
267	0	0	0	0	0	0	0.0	0.0	0	0	0
268	123	188	0	0	0	0	0.0	0.0	0	0	0
269	0	2	0	0	0	0	0.0	0.0	0	0	0
270	0	28	0	0	0	0	0.0	0.0	0	0	0
271	0	12	0	0	0	0	0.0	0.0	0	0	0
272	19	29	0	0	0	0	0.0	0.0	0	0	0
273	206	341	0	0	0	0	0.0	0.0	0	0	0
274	589	910	0	0	0	0	5.0	0.0	0	0	0
275	68	103	0	0	0	0	0.0	61.0	55,775	22,310	33,465
276	0	6	0	0	0	0	0.0	0.0	0	0	0
277	0	18	0	0	0	0	0.0	0.0	0	0	0
278	0	33	0	0	0	0	0.0	0.0	0	0	0
279	0	5	0	0	0	0	0.0	0.0	0	0	0
280	0	4	0	0	0	0	216.7	0.0	0	0	0
281	0	48	0	0	0	0	0.0	0.0	0	0	0
282	0	12	0	0	0	0	0.0	0.0	0	0	0
283	106	317	0	0	0	0	0.0	15.6	15,480	0	0
284	94	470	589	1,007	0	0	0.0	42.8	94,800	8,300	24,900
285	0	0	0	0	0	0	0.0	0.0	8,510	585	1,755
286	0	36	0	0	0	0	0.0	0.0	0	0	0
287	0	30	0	0	0	0	0.0	0.0	0	0	0
288	0	0	0	0	0	0	0.0	29.5	0	0	0
289	0	6	0	0	0	0	0.0	0.0	0	0	0
290	99	191	0	0	0	0	0.0	0.0	50,000	20,000	30,000
291	111	169	0	0	6,303	0	0.0	0.0	0	16,244	726
292	0	50	0	0	0	0	171.9	0.0	0	0	0
293	0	33	0	0	0	0	0.0	0.0	0	0	0
294	0	10	0	0	0	0	0.0	0.0	0	0	0
295	0	27	0	0	0	0	0.0	21.3	0	0	0
296	0	22	0	0	0	0	0.0	0.0	0	0	0
297	0	42	0	0	0	0	184.3	0.0	0	0	0
298	0	18	0	0	0	0	0.0	0.0	0	0	0
299	0	15	0	0	0	0	0.0	0.0	0	0	0
300	0	3	0	0	0	0	0.0	0.0	0	0	0
301	96	321	0	850	0	0	0.0	0.0	3,563	3,800	2,138
302	8	452	0	0	0	0	0.0	0.0	0	11,521	4,938
303	125	341	0	0	0	0	7.0	0.0	0	0	8,245
304	320	435	0	0	0	0	0.0	0.0	0	0	0
305	45	85	0	0	0	0	169.8	0.0	0	0	0
306	0	6	0	0	0	0	0.0	0.0	0	0	0
307	0	20	0	0	0	0	0.0	0.0	0	0	0
308	0	0	0	0	0	0	0.0	0.0	0	0	0

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Traffic Zone	Multi- Family D.U.'S	S.F./ Duplex D.U.'S	Elem. Students by School	Second. Students by School	Comm.Col Students by School	Univ/Coll Students by School	Park Acres	Indus. Acres	Occ. Retail (SF)	Occ. Office (SF)	Occ. Service (SF)
309	0	15	0	0	0	0	192.8	0.0	0	0	0
310	296	447	525	0	0	0	5.0	0.0	0	0	0
311	0	5	0	0	0	0	0.0	0.0	508,050	203,220	304,830
312	0	12	0	0	0	0	0.0	0.0	103,800	41,520	62,280
313	0	57	0	0	0	0	0.0	0.0	0	0	0
314	0	7	0	0	0	0	0.0	0.0	0	0	0
315	0	12	0	0	0	0	0.0	0.0	0	0	0
316	0	16	0	0	0	0	0.0	0.0	0	0	0
317	0	8	0	0	0	0	0.0	0.0	0	0	0
318	0	10	0	0	0	0	0.0	0.0	0	0	0
319	0	4	0	0	0	0	0.0	0.0	0	0	0
320	0	13	0	0	0	0	0.0	0.0	0	0	0
321	0	11	0	0	0	0	0.0	0.0	0	0	0
322	0	18	0	0	0	0	0.0	0.0	0	0	0
323	0	14	0	0	0	0	0.0	0.0	0	0	0
324	16	91	0	0	0	0	200.0	4.3	2,601	0	7,124
325	0	11	0	0	0	0	0.0	0.0	0	0	0
326	0	4	0	0	0	0	0.0	0.0	0	0	0
327	0	32	0	0	0	0	0.0	0.0	0	0	0
328	0	97	0	0	0	0	0.0	0.0	0	0	0
329	0	156	0	0	0	0	0.0	0.0	0	0	0
330	0	82	0	0	0	0	0.0	0.0	0	0	0
331	31	49	0	0	0	0	0.0	0.0	429,721	74,016	45,984
332	198	294	0	0	0	0	0.0	0.0	0	7,325	6,425
333	0	334	0	0	0	0	0.0	0.0	14,250	1,900	2,850
334	489	281	0	0	0	0	8.0	0.0	0	0	0
335	0	39	0	0	0	0	0.0	0.0	0	0	0
336	0	28	0	0	0	0	162.0	0.0	0	0	0
337	0	58	0	0	0	0	0.0	0.0	0	0	0
338	0	93	0	0	0	0	0.0	0.0	0	0	0
339	0	9	0	0	0	0	0.0	0.0	0	0	0
340	0	10	0	0	0	0	0.0	0.0	0	0	0
341	0	5	0	0	0	0	0.0	0.0	0	0	0
342	0	9	0	0	0	0	0.0	0.0	0	0	0
343	0	0	0	0	0	0	0.0	0.0	0	0	0
344	0	0	0	0	0	0	0.0	0.0	0	0	0
345	0	374	0	0	0	0	12.0	0.0	149,625	89,775	59,850
346	0	275	0	0	0	0	0.0	0.0	0	0	0
347	0	544	0	0	0	0	0.0	0.0	0	0	0
348	0	115	0	0	0	0	32.2	0.0	11,270	0	0
349	0	0	0	0	0	0	0.0	0.0	0	0	0
350	344	193	0	0	0	0	0.0	0.0	32,668	4,356	6,534
351	111	171	0	0	0	0	0.0	25.1	0	0	0
352	36	55	0	0	0	0	0.0	0.0	0	0	0

Data for Build Out Scenario

Prepared -October 24, 1996

Traffic Zone	Multi- Family D.U.'S	S.F./ Duplex D.U.'S	Elem. Students by School	Second. Students by School	Comm.Col Students by School	Univ/Coll Students by School	Park Acres	Indus. Acres	Occ. Retail (SF)	Occ. Office (SF)	Occ. Service (SF)
353	0	4	0	0	0	0	0.0	0.0	0	0	0
354	0	5	0	0	0	0	0.0	35.0	5,160	0	0
355	0	40	0	0	0	0	0.0	10.0	4,128	0	0
356	0	8	0	0	0	0	0.0	0.0	35,000	5,000	65,000
357	0	5	0	0	0	0	0.0	0.0	0	0	0
358	0	3	0	0	0	0	0.0	0.0	0	0	0
359	0	6	0	0	0	0	0.0	0.0	0	0	0
360	0	8	0	0	0	0	0.0	0.0	0	0	0
361	0	2	0	0	0	0	0.0	0.0	0	0	0
362	0	6	0	0	0	0	0.0	0.0	0	0	0
363	0	7	0	0	0	0	0.0	0.0	0	0	0
364	0	19	0	0	0	0	0.0	0.0	0	0	0
365	0	3	0	0	0	0	0.0	0.0	0	0	0
366	0	3	0	0	0	0	0.0	0.0	0	0	0
367	0	5	0	0	0	0	0.0	0.0	0	0	0
368	0	4	0	0	0	0	71.1	0.0	0	0	0
369	0	13	0	0	0	0	0.0	0.0	0	0	0
370	0	30	0	0	0	0	916.8	0.0	0	0	0
371	0	20	0	0	0	0	0.0	0.0	0	0	0
372	0	18	0	0	0	0	0.0	0.0	0	0	0
373	0	15	0	0	0	0	0.0	0.0	0	0	0
374	0	4	0	0	0	0	0.0	0.0	0	0	0
375	0	10	0	0	0	0	0.0	0.0	18,360	3,060	9,180
376	0	94	0	0	0	0	0.0	3.2	0	0	0
377	0	3	0	0	0	0	0.0	1.9	25,300	3,765	11,295
Total	40,608	83,340	28,508	22,311	6,933	31,042	7,896.7	3,150.2	14,352,036	12,026,601	12,069,053

f:\files\planning\shared\lotus\bosDBdat.wk1/dbd

APPENDIX B

AVERAGE DAILY TRAFFIC (ADT) PROJECTIONS

FOR MAJOR LINKS

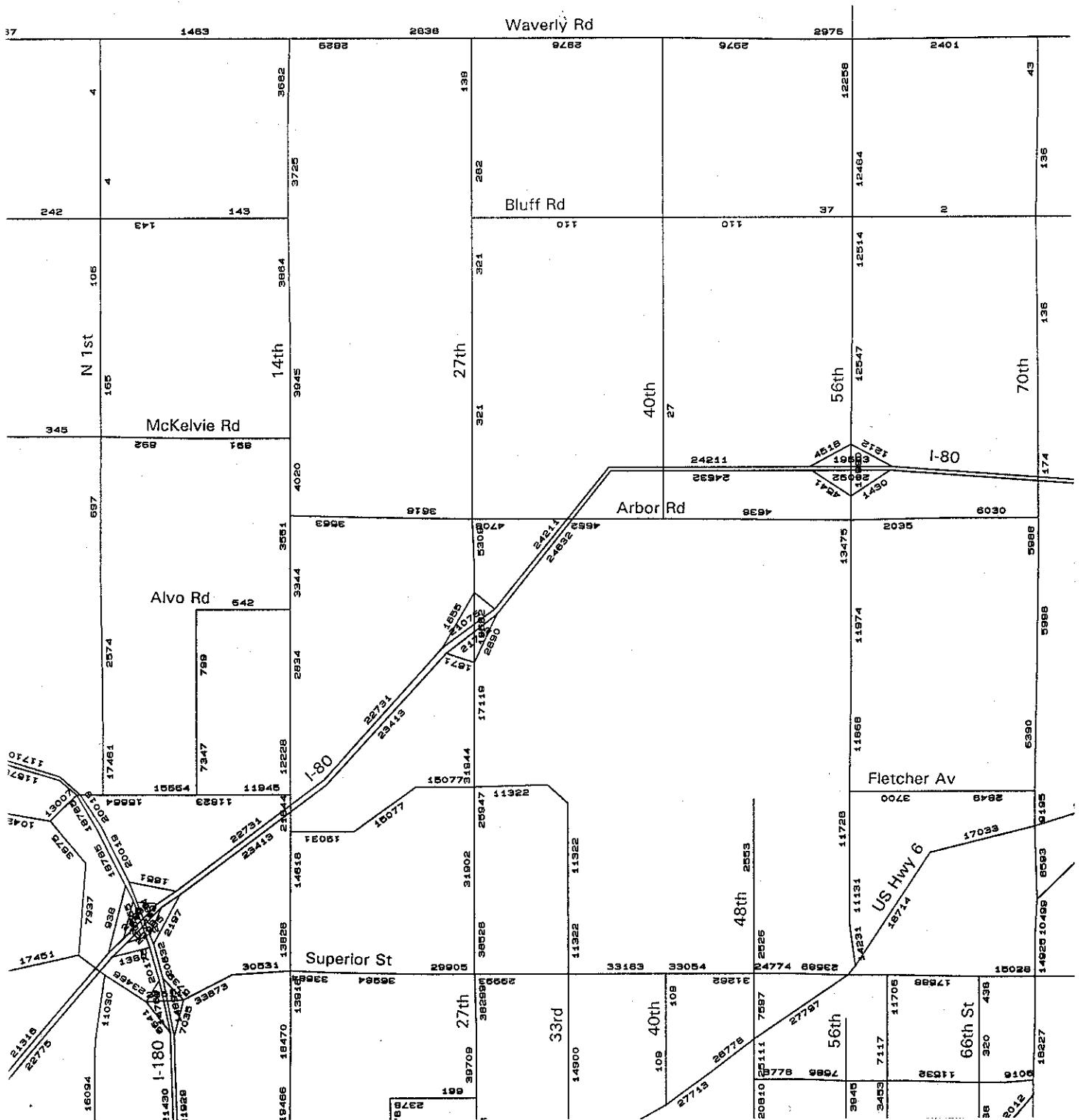
UNDER THE BUILD OUT SCENARIO

(The following nine plates are sections of a single, larger map showing TRANPLAN-generated ADT for a typical weekday for the BOS. The TRANPLAN model run assumed the Build Out Scenario land use base, along with a street network that assumed the completion of the improvements included in the current *Comprehensive Plan*.)

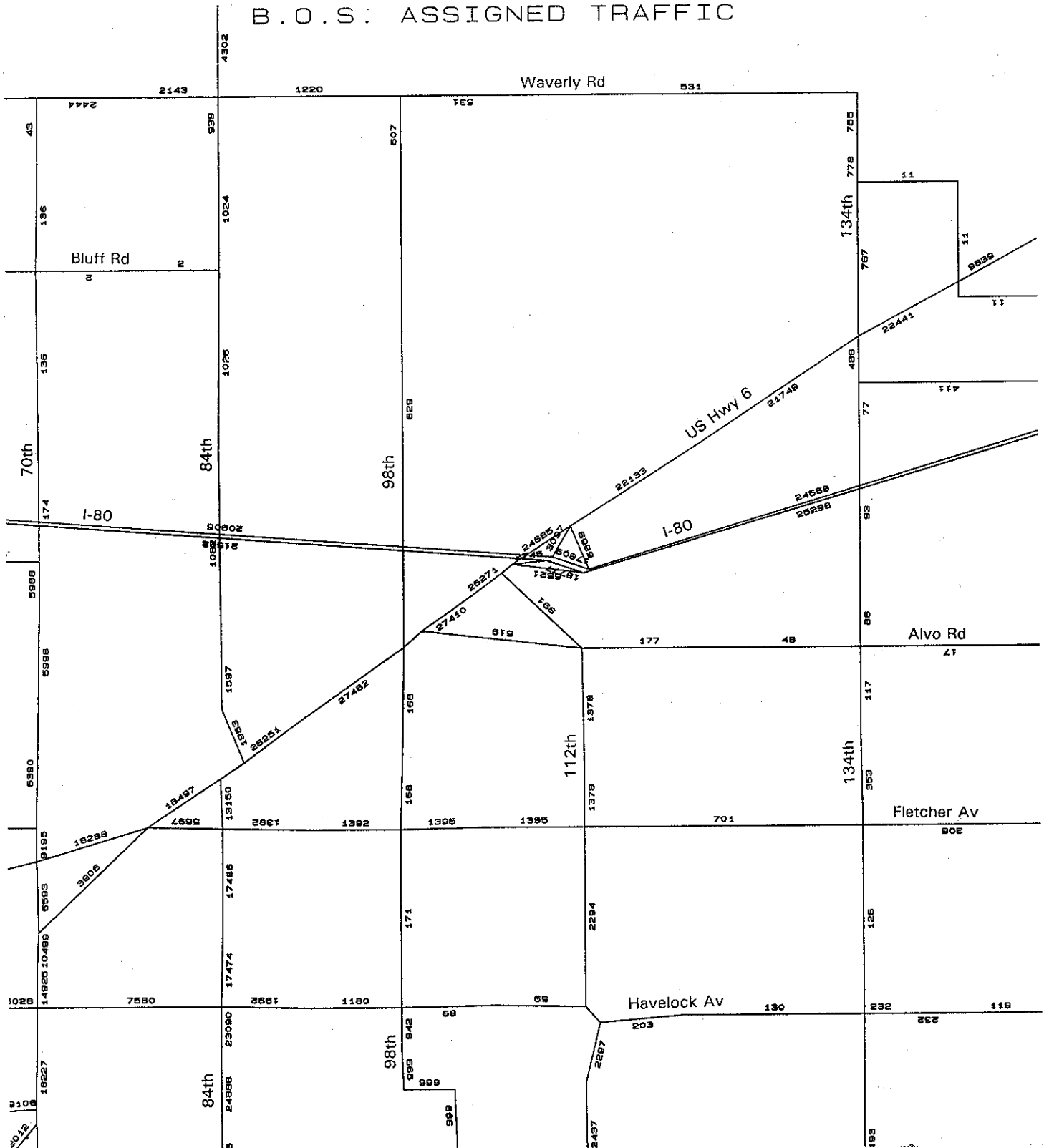
Because of the map's scale, ADT figures along shorter links are often obscured. For clarifications or to review the map in its original format, contact the Lincoln City-Lancaster County Planning Department at 441-7491.)

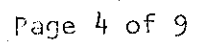
[illegible]

LINCOLN 2015 PLANNED NETWORK BUILD OUT SCENARIO / LIN15BOS.NET B.O.S. ASSIGNED TRAFFIC

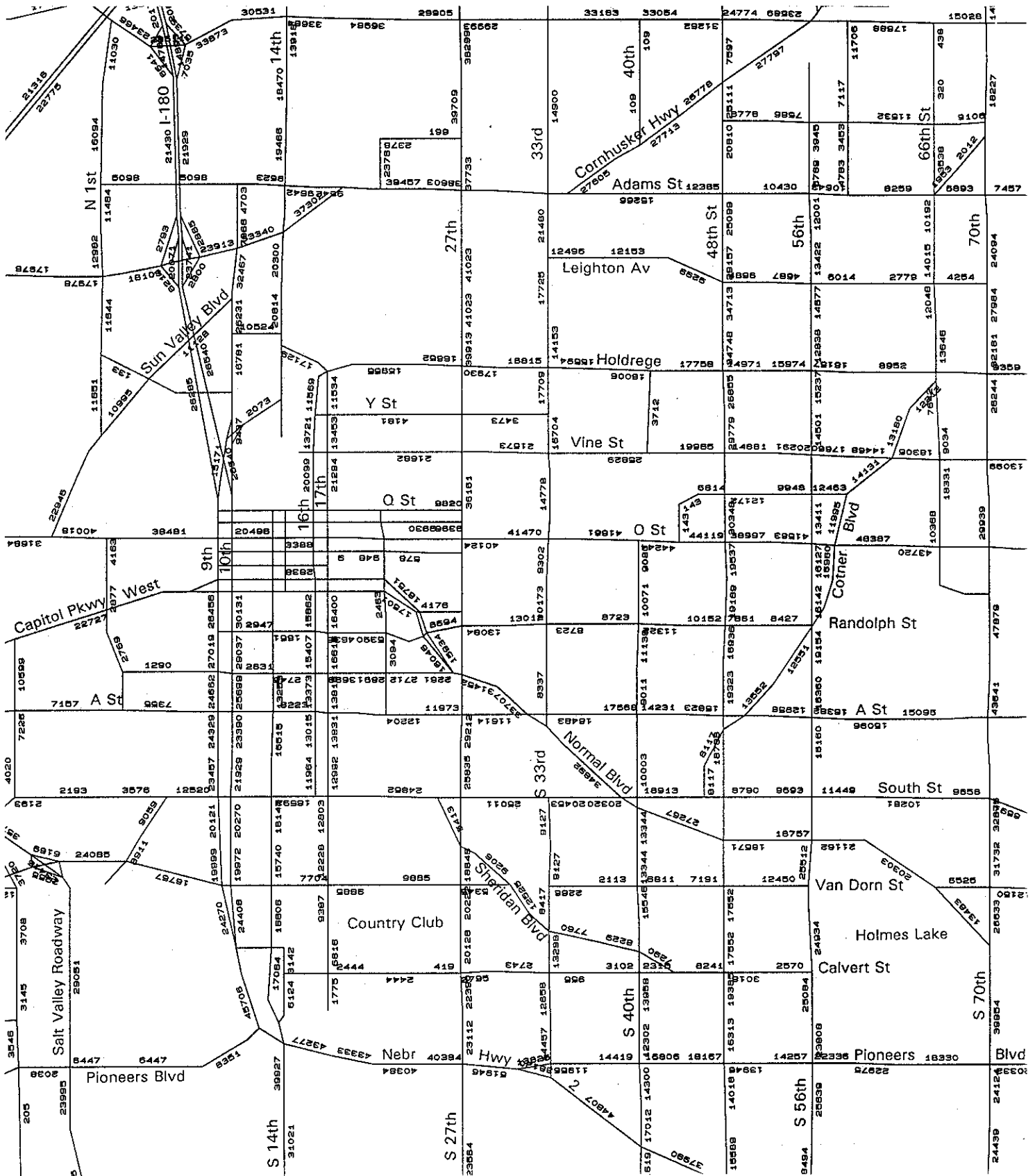


LINCOLN 2015 PLANNED NETWORK
 BUILD OUT SCENARIO / LIN15BOS.NET
 B.O.S. ASSIGNED TRAFFIC

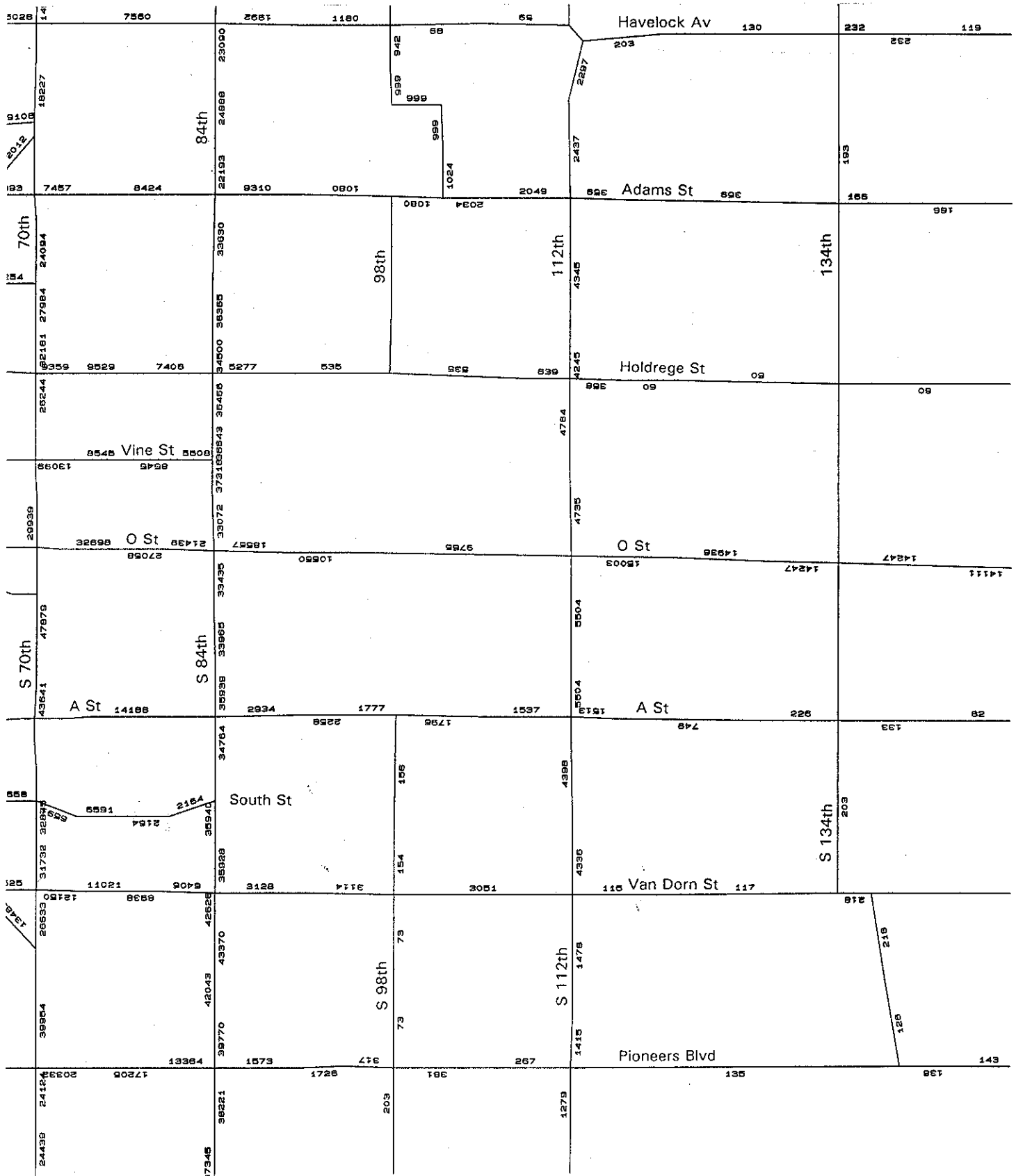




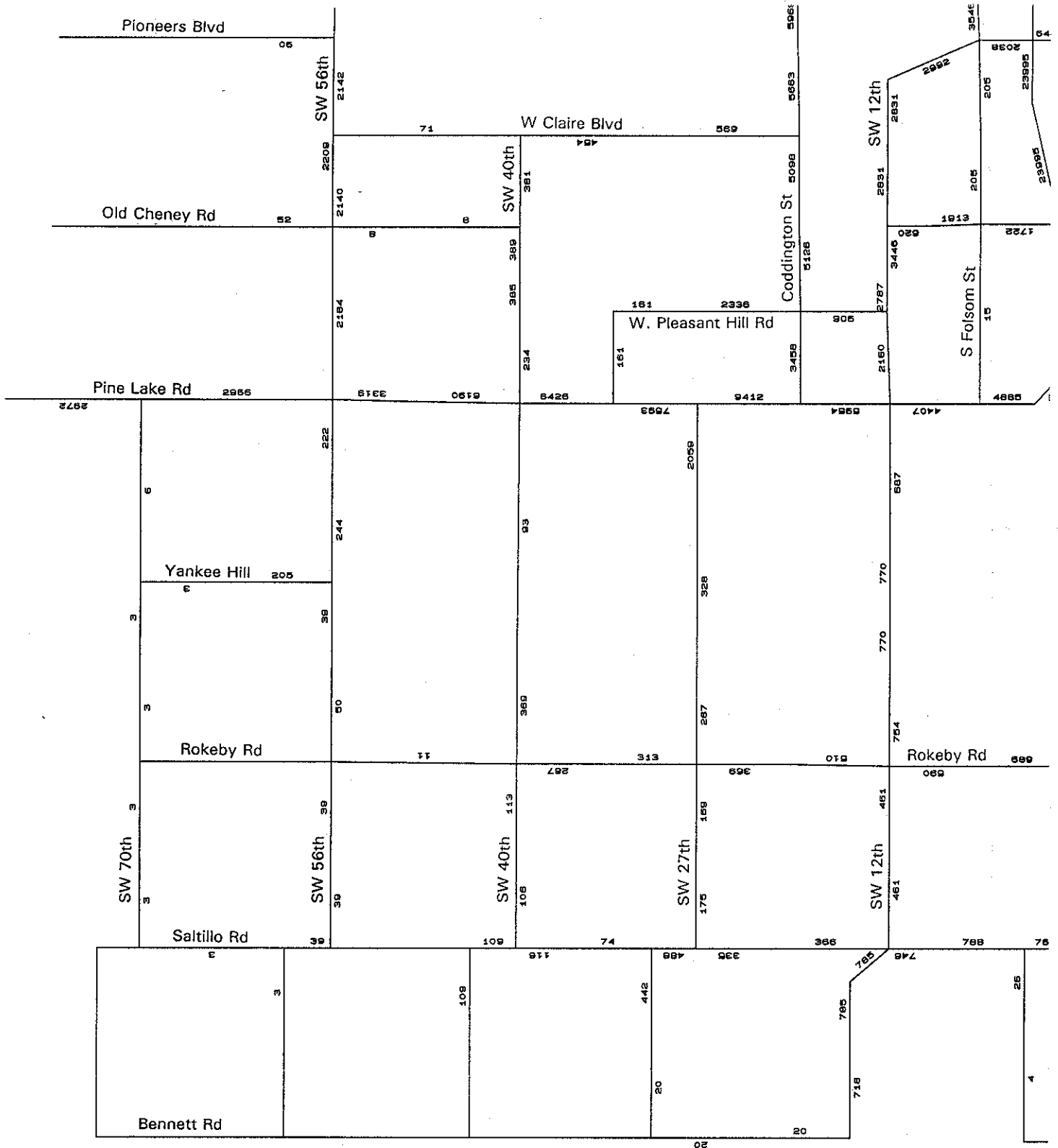
LINCOLN 2015 PLANNED NETWORK BUILD OUT SCENARIO / LIN15BOS.NET B.O.S. ASSIGNED TRAFFIC



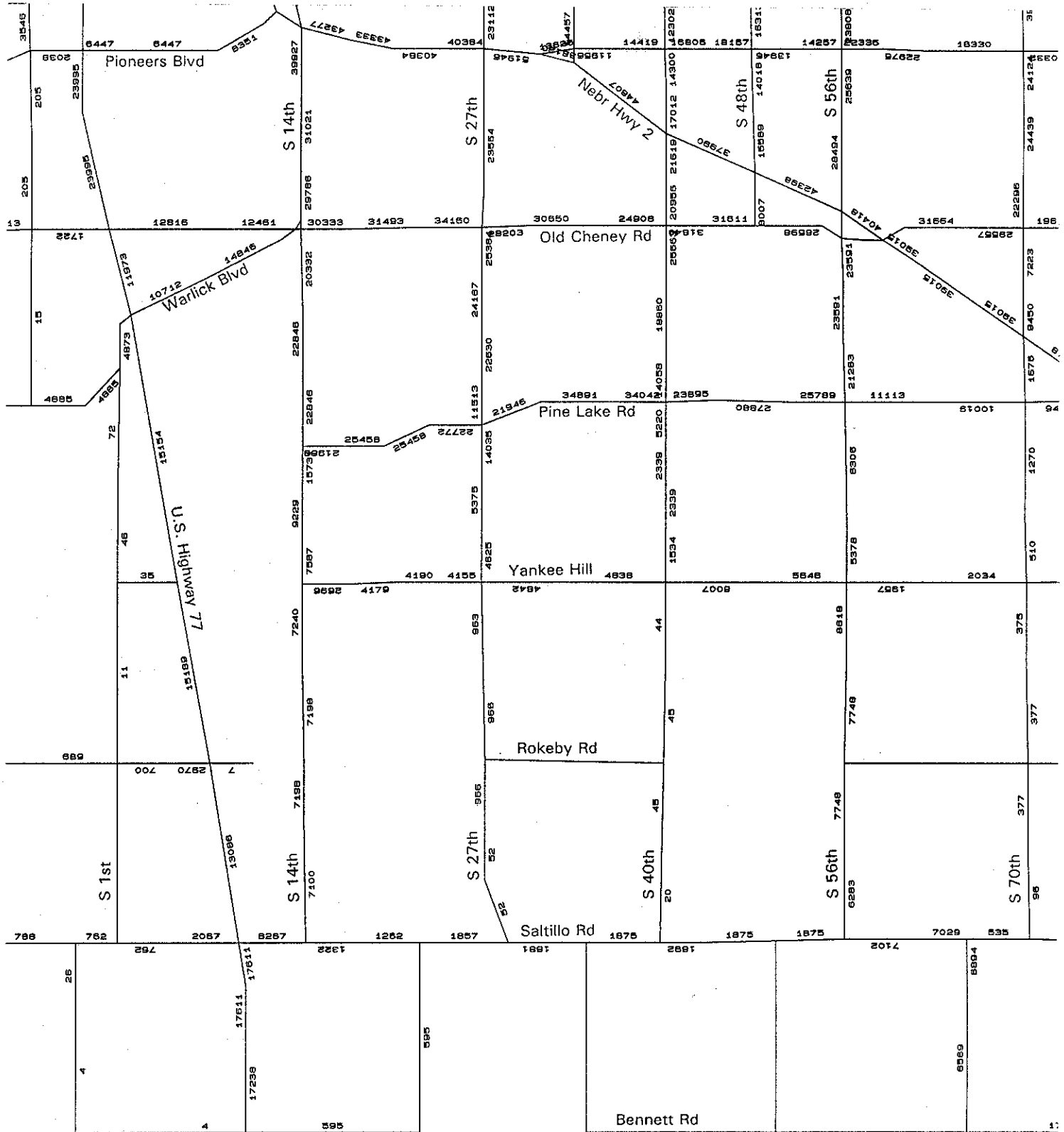
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